

December 17, 2002

VIA FEDERAL EXPRESS

Mr. Seth Ausubel  
Remedial Project Manager  
United States Environmental Protection Agency  
Region II  
Emergency and Remedial Response Division  
290 Broadway, 19<sup>th</sup> floor  
New York, NY 10007-1866

**Re: Request for Information  
Berry Creek Study Area, Bergen County, New Jersey Berry  
Atlantic Aviation Corporation**

Dear Mr. Ausubel;

This is the response from Atlantic Aviation Corporation (Atlantic Aviation) pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) 42 U.S.C. §9601 and §104(e) United States Environmental Protection Agency (EPA) information request in the matter of the Berry Creek Study Area, Bergen County, New Jersey.

**1. Company Information**

- a. Executive Air Support, Inc. (EAS)  
DBA – Atlantic Aviation Corporation  
6504 International Parkway  
Suite 1100  
Plano, TX 75093  
Attn: Doug Shaw – Senior Vice President/Corporate Secretary
- b. Corporation and formed in Delaware.
- c. Louis T. Pepper – CEO and President
- d. The Company EAS has several operating subsidiaries and are attached to this response as Exhibit B.
- e. EAS was incorporated in the state of Delaware on July 1, 1999. EAS is the Successor Company as a result of the purchase of Atlantic Aviation Holding Corporation on December 21, 2000. Agent for service of process is Corporation Trust Company, 1209 Orange Street, Wilmington, DE 19801.

ATLANTIC

## **2. Description of the Site**

The Teterboro Airport is owned by the Port Authority of New York and New Jersey (PA-NY/NJ). Atlantic Aviation maintains a lease agreement with the PA-NY/NJ for property at the Airport. Property leased to Atlantic Aviation is located on the northwest property boundary of the Teterboro Airport at the N400 51' 24.6" and W740 3' 50.3" on the United States Geological Survey (USGS) 7.5 minute Weehawken NJ/NY Quadrangle. The address for the business is 233 Industrial Avenue, Teterboro, New Jersey 07608.

The leasehold parcels consist of three hangers, associated ramp and parking areas and an arrivals and departures terminal building for general aviation customers. Hangar 2 is a 30,000-square foot hangar completed in January 2002, Hangar 3 is a 48,000 square foot hangar built in 1946, and Hangar 4 is a 32,500 square foot hangar built in 1981. The leased parcels are bound by Industrial Avenue to the north-northwest and aircraft ramp and taxiways to the south-southeast. The total acreage of the leased parcels is 18.6 acres.

The original Hangar 2 was built in 1946 and was used as an aircraft maintenance and storage hangar with administrative office space. Atlantic Aviation demolished the hangar and built a 30,000 square foot hangar in the same location which opened in January 2002.

Hangar 3 was built in 1946 by Mallard Air Service. Atlantic Aviation took over the lease in 1952. The hangar includes approximately 48,000 square feet of hangar space, 10,034 of office space and 12,399 square feet of shop storage space. The hangar is utilized for routine aircraft line maintenance, aircraft storage and ground service equipment (GSE) maintenance. Aircraft and GSE maintenance is limited to oil changes, tire repairs, electrical inspections and hose replacements. The subtenants in Hangar 3 include custom interiors, avionics equipment sales and service, and US Customs.

The general aviation arrivals and departures terminal building is attached to the southwest side of Hangar 4. The terminal building is approximately 8,006 square feet and includes a pilot's lounge, conference rooms and office space. Hangar 4 was built by Atlantic Aviation in 1981 and includes 32,500 square feet of hangar space and 3,419 square feet of shop space.

The outside area around the three hangars is used for aircraft parking, mobile fuel truck parking, auto parking and aircraft taxiways. Aircraft fueling, de-icing, towing and tie-downs are conducted in these areas.

The fuel storage facility was built by Texaco in 1974, is owned by ChevronTexaco (formerly Texaco) and operated by Atlantic Aviation. The fuel facility is located on Malcolm Avenue, which is approximately 0.5 miles from the 233 Industrial Avenue on a side street between Industrial Avenue and Highway 17. ChevronTexaco leases the land from the PA-NY/NJ, which may be approximately one acre.

Refer to Exhibit A for maps and figures of the site.

### **3. Nature of Business**

The Teterboro Airport was developed in 1920's. Atlantic Aviation has had occupancy at the Teterboro Airport since 1946 when they built the original Hangar 2. The business started as a dealership for Beechcraft airplanes. Light aircraft maintenance, avionics and aircraft fueling were part of the dealership at Hangar 2. Fueling service was provided on the ramp in front of Hangar 2 using self serve pumps connected to underground storage tanks (USTs).

The Atlantic Aviation leasehold is currently developed as a FBO general aviation facility providing customer flight support services, routine aircraft line maintenance, aircraft storage and aircraft fueling services. With the exception of the Beechcraft dealership, Atlantic Aviation has maintained the same line of business since 1946 with expansion of space to accommodate more aircraft in 1952, but the line of business has remained the same.

The general use of the three hangars has been routine aircraft line maintenance, aircraft storage, general aviation services and office space. Hangar 2 was built in 1946 and was recently demolished. A 30,000 hangar was constructed in the same location. Hangar 3 was built in 1946 and was occupied by Mallard Air Service prior to occupancy by Atlantic Aviation. Atlantic Aviation leased the hangar in 1952. Atlantic Aviation built Hangar 4 in 1981.

### **4. Period of Time and Lease Agreement**

Atlantic Aviation leased property at the Teterboro Airport since 1946. The first lease was for the Hangar 2 parcel. Atlantic Aviation was started by Henry B. DuPont in 1927 out of Wilmington, Delaware. The business at Teterboro started as a dealership for Beechcraft airplanes. Light aircraft maintenance, avionics and aircraft fueling were part of the dealership. Fueling service was provided on the front ramp at Hangar 2 using self serve pumps connected to underground storage tanks (USTs). The lease agreement for Hangar 2 was with Fred Wehran who owned the Airport at that time.

In 1952 leased the Hangar 3 parcel and began operating the Exxon fuel facility on Malcolm Avenue. This facility is located next to the Texaco fuel station. The 1946 lease agreement for Hangar 2, the 1952 lease agreement for Hangar 3 and the 1952 to 1972 operating agreement for the Exxon fuel facility have not been located in Atlantic Aviation files. Atlantic maintains a current lease agreement for the new Hangar 2, Hangar 3, and Hangar 4. This agreement is between the PA-NY/NJ.

ChevronTexaco maintains a lease agreement with the PA-NY/NJ for the fuel facility parcel. Atlantic Aviation has an operating agreement with ChevronTexaco to operate the fuel facility.

### **5. Site Background**

The Teterboro Airport was developed in 1920's. Atlantic Aviation has had occupancy at the Teterboro Airport since 1946. The Teterboro Airport is owned by the PA-NY/NJ. Review of historical aerials provided limited information as to the condition of the site at the time Atlantic Aviation executed the first property lease in 1946.

1953	Hangar 2 and 3 are present and several airplanes are parked in the current Location of Hangar 4.
1976	No significant changes are noted on the subject site.
1985	Hangar 4 and the FBO Terminal Building are constructed by this time.
1995	The surrounding area across Industrial Drive is now developed. No other significant changes are noted at the Atlantic Aviation leasehold parcels.
2002	The new Hangar 2 is completed.

Fire insurance maps for the years 1951 and 1963 were reviewed for the types of structures used at a site and the presence of storage tanks. The hangar structures were noted as steel structures with concrete slab floors. Unidentified storage systems were not observed on the historic fire insurance maps.

Atlantic Aviation built Hangar 2 in 1946, rebuilt Hangar 2 in 2002 and built Hangar 4 in 1981. Mallard Air Service occupied hangar 3 prior to Atlantic Aviation. Information on the condition of the site was not something that the PA-NY/NJ provided to the tenant.

## **6. Relationships**

(1) Atlantic Aviation, Inc is not an active entity. (2) EAS currently does business as Atlantic Aviation Corporation (AAC). The Company operates the site location at Teterboro Airport and AAC is qualified to operate in the state of New Jersey. Reference 1 e. for dates of incorporation.

## **7. Nature of Activities**

Atlantic Aviation leased property at the Teterboro Airport since 1946. The first lease was for the Hangar 2 parcel. The Atlantic Aviation company was started by Henry B. DuPont in 1927 out of Wilmington, Delaware. The business at Teterboro was a dealership for Beechcraft airplanes. Light aircraft maintenance, avionics and aircraft fueling were part of the dealership. The maintenance work included the 100-hour service inspections which involved changing oil, tires and checking fluid levels. Engines would be removed from time to time and sent off property for overhauls or replacement. Atlantic Aviation would re-install the engines but did not perform the overhauls. There were no floor drains in the original Hangar 2. Painting of aircraft or support equipment was not part of the business. Aircraft fueling service was provided on the front ramp at Hangar 2 using self serve pumps connected to underground storage tanks (USTs).

In 1952, Atlantic Aviation took over the lease on Hangar 3 from Mallard Air Service. Atlantic Aviation moved the aircraft maintenance work from Hangar 2 to Hangar 3. Space in Hangar 2 was then subleased for avionics, flight school and upholstery work. Mallard Air Service had also operated the Exxon fuel facility. The system was built in the 1950's and is located on Malcolm Avenue. Exxon owns the fuel system and leases the property from the PA-NY/NJ. Atlantic Aviation operated the system for Exxon from 1952 through 1972. In 1952, Atlantic Aviation bought two 5,000-gallon mobile fuel trucks and began fueling aircraft on the ramp.

In 1981, Atlantic Aviation built Hangar 4 which includes an aircraft hangar with office space and the passenger terminal for general aviation customers. Atlantic Aviation subleases space in Hangar 4 to corporate flight departments for aircraft storage and routine light maintenance.

ChevronTexaco built an aboveground fuel storage system in 1972 on Malcolm Avenue. ChevronTexaco maintains the lease agreement with the PA-NY/NJ for the fuel facility parcel. Atlantic Aviation has an operating agreement with ChevronTexaco to operate the fuel facility. The scope of the operation includes receiving and dispensing fuel and changing the filter elements.

Atlantic Aviation did not manufacture products and did not perform research and development work.

## **8. Cease Operations**

Operations have not ceased at the site.

## **9. Generate Hazardous Waste**

Atlantic Aviation is a small quantity generator (SQG) of hazardous waste generating between 100 kg's and 1,000 kg's of hazardous waste per month. The EPA Identification Number is NJ011308988 and was issued to Atlantic Aviation in March 1991. Hazardous waste generated at the site includes waste oil, oil/water mix and solids from cleaning the OWS's, oil sorbent material, rags and used antifreeze.

Atlantic Aviation has complied with the storage time, quantities and handling requirements for containers. Waste manifests are maintained at the site.

## **10. Permits**

Atlantic Aviation is not aware of any environmental permits that are required for its operation at Teterboro Airport. ChevronTexaco has a NJPDES permit (#NJ0031194) for the fuel facility and the PA-NY/NJ maintains an Industrial Permit for storm water discharge. There are approximately 18 discharge points at the Airport. The Airport performs monthly sampling of two discharge (outfall) points for COD, BOD, TPH, pH, temperature, suspended solids and mercury. The closest discharge point to the Atlantic Aviation leasehold is approximately 2,200-feet to the north of Hangar 12. The tenants are not required to maintain a co-permittee status under NJPDES Permit for Teterboro Airport.

## **11. Hazardous Substances**

Atlantic Aviation has used, stored and handled hazardous substances at the site. To the best of Atlantic Aviation's knowledge, a complete list of hazardous substances used, stored and handled between 1946 and 2002 does not exist. Atlantic Aviation began tracking hazardous materials

inventory in the mid 1980's under the State of New Jersey Right to Know regulation. The jet fuel and avgas storage at the ChevronTexaco facility is the largest volume of stored hazardous substance. Other substances are stored in small quantities at Hangar 3 and 4. The hazardous substances are purchased and used on an as needed basis. The list of hazardous substances may include some or all of the following:

Aviation Fuel (Avgas and Jet fuel)	Sodium Hydroxide (Boiler room)
Antifreeze	Potassium Hydroxide (Boiler room)
Propylene Alcohol	Propane
Methanol	Battery acid (Aircraft and vehicle batteries)
Engine Oil	Sodium Nitrate (Boiler room)
Hydraulic Fluid	Ethylene glycol
Nitrogen	Trichloroethane (Safety Kleen part washer units)
Oxygen	Amino Ethanol (Aircraft Soap)
Acetylene	

## 12. Location and Volume of Hazardous Substances

The aviation fuels are stored and handled at the bulk storage facility. The fuel is loaded into mobile fuel trucks for transfer into aircraft. The hazardous substances used in the Hangar 3 and 4 are related to maintenance activities and aircraft service.

Hazardous Substance	Location	Volume
Jet fuel (kerosene)	ChevronTexaco ASTs	90,000-gal in ASTs
Avgas (100 low lead)	ChevronTexaco ASTs	24,000-gall in ASTs
Mobile fuel trucks (jet and avgas)	Parked near Hangar 3	4 Jet and 2 Avgas
Propylene Alcohol	Hangar 3	<25 qrts/yr
Methanol	Hangar 3	<25 qrts/yr
Engine Oil	Hangar 3	<100 qrts/yr
Hydraulic Fluid	Hangar 3	<100 qrts/yr
Nitrogen	Hangar 2, 3, 4	Norm svc container
Oxygen	Hangar 2, 3, 4	Norm svc container
Sodium Hydroxide (Boiler room)	Hangar 3	Norm svc amount
Potassium Hydroxide (Boiler room)	Hangar 3	Norm svc amount
Propane	Hangar 3	Norm svc container
Antifreeze	Hangar 3	<100 qrts/yr
Sodium Nitrate (Boiler room)	Hangar 3	Norm svc amount
Propylene glycol	3,200-gallon AST Hangar 3	N/A
Trichloroethane (parts washer)	Hangar 3, 4	Recycled by Safety Kleen
Amino Ethanol (Aircraft Soap)	Hangar 2, 3, 4	<100 gals/yr
Acetylene	Hangar 3	Norm svc container
Lead-acid batteries	Spent batteries sent off site	<10 per year

for reclamation

### **13. Waste Management Practices**

Atlantic Aviation has been tracking hazardous materials inventory since about the mid 1980's. Inventory records have been provided to the State of New Jersey DEP in compliance with Right to Know. The jet fuel and avgas storage at the ChevronTexaco facility and the fuel moved in the mobile fuel trucks is the largest volume of stored hazardous substance. Other substances are stored in small quantities at Hangar 3 and 4. In accordance with §261.7, aerosol cans and pint, quart and gallon-size containers are emptied before disposal. All material is removed from the container that can be removed using practices that are commonly used including pumping and pouring and draining and there is not more than one inch of residue on the bottom of the container. Safety Kleen handles the disposal of waste fuel from the fuel facility, oily rags, sorbent pads and waste oil from the hangars.

### **14. Who Handles the Determinations**

The General Manager of the base, Mr. Joe Fazio is responsible for the facility operations.

### **15. Involvement in Remedial Actions**

Atlantic Aviation has been involved in remedial actions under the laws of the State of New Jersey for closure of USTs. The cases have involved the following:

#### Emergency Spill Tanks E4 and E5

- ☒ There are two 550-gallon UST's located at Hangar 4 underneath the concrete floor.
- ☒ The tanks are registered to the Port Authority under #0099246 and installed when the hangar was built in 1981.
- ☒ The tanks are emergency spill tanks and were never used.
- ☒ Atlantic Aviation submitted a closure request in April 1999 to the NJDEP requesting closure in place.
- ☒ The Airport's consultant, Johnson Controls, denied the request in July 2000.
- ☒ Atlantic Aviation submitted a work plan on 06 November 2000 to complete the assessment.
- ☒ Atlantic Aviation has not received a response from the PA-NY/NJ to complete the tank closure assessment

#### Tank E55

- ☒ This was a 500-gallon aboveground tank in a containment structure that was installed in 1990 at Hangar 3.
- ☒ The tank is no longer in use.

#### Tank A2 (a.k.a. A4)

- ☒ This UST was registered under two numbers.
- ☒ Registration Number 0025472 listed the tank as A4.
- ☒ Registration Number 0099246 listed the tank as A2.
- ☒ The tank was a fuel oil tank and was removed by Atlantic Aviation in 1998.
- ☒ A NJDEP Reporting Form was completed and filed for notification of the removal.

#### Tank E12

- ☒ This UST was a 3,000 gallon heating oil tank at Hangar 12 registered as UST #0099246.
- ☒ The tank was removed 05 December 1989.
- ☒ A NJDEP Site Assessment Compliance Statement and reporting documentation were issued for the site.

Aircraft washing is allowed inside the hangar using a biodegradable soap. Hangar 2 has an OWS. At Hangar 3, there is no OWS. The rinse water enters the drain and discharges to the sanitary sewer system. At Hangar 4 there are two OWS units located inside Hangar 4 that are connected to the sanitary sewer system.

#### **16. Spills**

To the best of Atlantic Aviation knowledge, the spills have been incidental (<less than 25-gallons), are determined not to be a potential threat to the environmental or US Waters, are contained and not reportable under the NJDEP or EPA spill reporting requirements. Fuel spills may occur at the fuel facility within the containment dike and truck spill containment pad or on the ramp while fueling an aircraft.

#### **17. Chemical Spills**

Atlantic Aviation is not aware of chemical spills from its operations at the Teterboro Airport.

#### **18. Industrial Waste Vendors**

Atlantic Aviation interprets this question as being non applicable to its business.

#### **19. Industrial Waste Handled**

Atlantic Aviation interprets this question as being non applicable to its business.

#### **20. Other Information**

No response

#### **21. Participants in Preparation of Information Request**



Atlantic Aviation

Mr. Doug Shaw  
Senior Vice President  
Atlantic Aviation  
233 Industrial Avenue  
Teterboro, NJ 07608

Employee Start Date: 1999

Mr. Joe Fazio  
General Manager  
Atlantic Aviation  
233 Industrial Avenue  
Teterboro, NJ 07608

Employee Start Date: 2001

Mr. Bill Mullen  
Operations Supervisor  
Atlantic Aviation  
233 Industrial Avenue  
Teterboro, NJ 07608

Employee Start Date: 1997

Mr. Hank Esposito  
Retired  
Atlantic Aviation  
233 Industrial Avenue  
Teterboro, NJ 07608

Employee Start Date: 1949

Consultant

Madison Environmental Group, Inc.  
Sarah Smith, President  
8A Porter Road  
Boxford, MA 01921

**22. Documents Consulted**

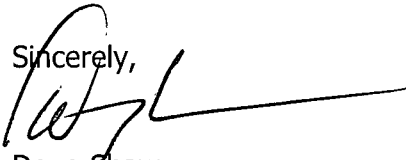
Questions 1 through 19  
Phase I Environmental Site Assessment  
April 2000

Question 15  
24 December 2001  
Foster Wheeler Letter on USTs

Questions 11, 12 and 13  
1987 Right to Know Form

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Question 4  
Lease Agreement Documents

Sincerely,  


Doug Shaw  
Senior Vice President  
Atlantic Aviation

**Attachments**

**Exhibits**

Question 2  
Exhibit A – Figures  
Question 1  
Exhibit B – Subsidiaries

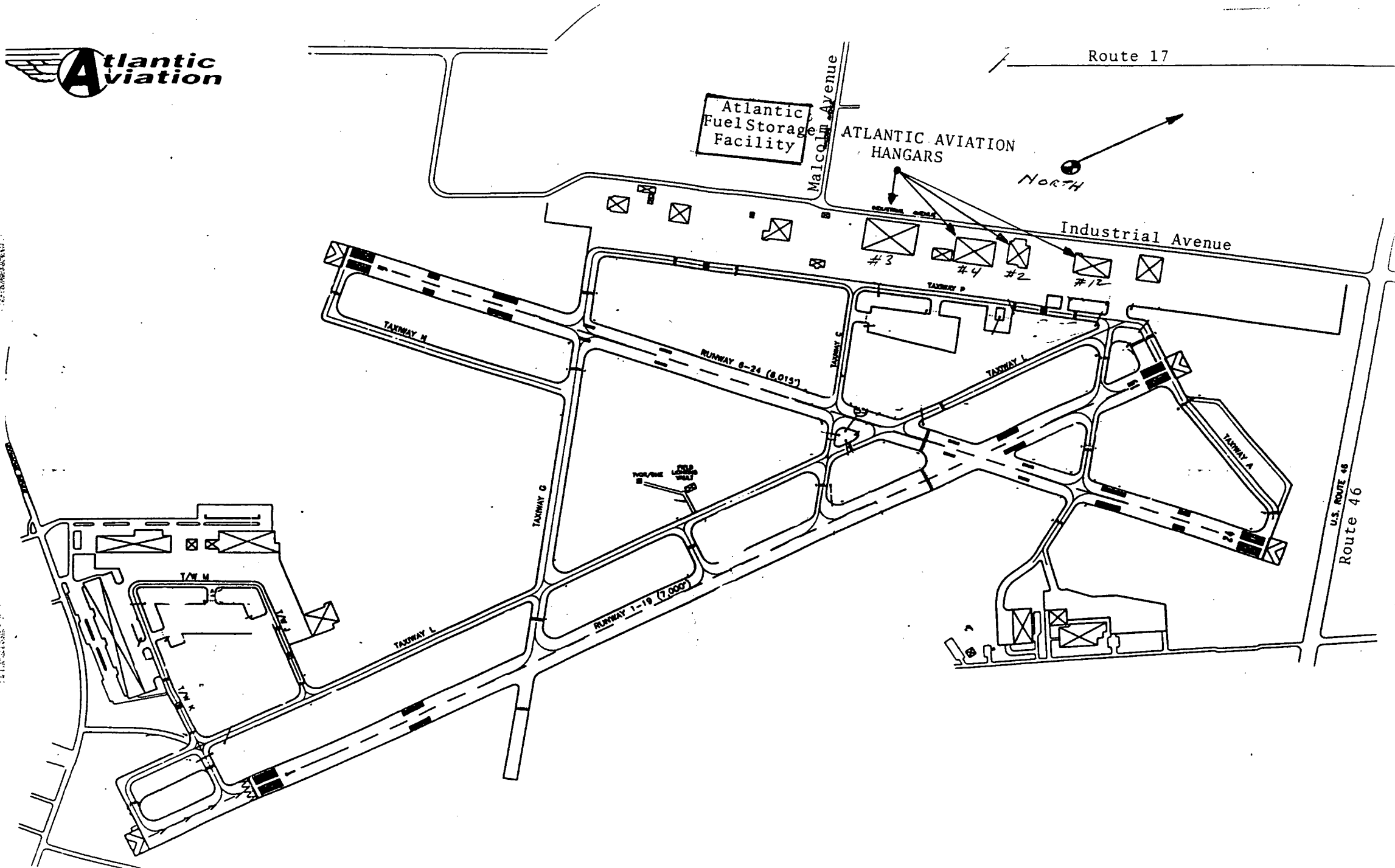
Cc: Joseph G. Fazio  
Sarah Smith

## EXHIBIT A









## EXHIBIT B

### Executive Air Support, Inc. and Subsidiaries

Corporation	States Where Qualified	Withdraw	Dissolve/Merge
Executive Air Support, Inc. (DE)	TX	FL (done) PA (done)	
Atlantic Aviation Corporation (DE)	FL, MA, NJ, NY, PA, TX, VA	FL, MA, NY, PA, VA (NH forfeited)	
Atlantic Aviation Flight Services, Inc. (DE)	NJ, NY, PA		
Atlantic Aviation Flight Support, Inc. (DE)	IL, PA		
Atlantic Aviation Aircraft Sales, Inc. (DE)	--		Parent: Atl. Aviation Corp. (DE)
Atlantic Aviation Aircraft Support Group, Inc. (DE)	NJ	NJ	Parent: Atl. Aviation Corp. (DE)
Flightways of Long Island, Inc. (NY)	--		
Aircraft Leasing, Inc. (NY)	--		Parent: Flightways of L.I. (NY)
Aircraft R Us, Inc. (NY)	--		Parent: Flightways of L.I. (NY)
Aircraft Rentals, Inc. (NY)	--		Parent: Flightways of L.I. (NY)
Katana Leasing Corp. (NY)	--		Parent: Executive Air Support (DE)
Atlantic Aviation Holding Corporation <sup>1</sup> (DE)	MD	MD	Parent: Executive Air Support (DE)
Atlantic Aviation California, Inc. (DE) (merged out 5/7/01)		CA (forfeited)	
Atlantic Aviation Philadelphia, Inc. (DE)	PA		
Brainard Airport Services Inc. (CT)	--		
Charter Oak Aviation, Inc. (CT)	--		
Bridgeport Airport Services, Inc. (CT)	--		

<sup>1</sup> Dissolution to be delayed until corporate reorganization involving Philadelphia FBOs completed.